



MEMORANDUM

To: **Mayor and City Council**

Through: Douglas G. Faseler, City Manager

From: Andy Quittner, City Attorney *AQ*

Date: February 10, 2016

Re: Ordinance redefining trucks for the purpose of parking in residential neighborhoods and driving on streets labeled no through trucks

The City, as part of its growth, is experiencing an increased number of heavy commercial trucks traveling through town. This increase in heavy trucks takes a toll on City streets, many of which are not designed to handle such increased weights. Given the deterioration seen in some of the City's major non-TxDOT streets and the investment that the City is making in refurbishing its infrastructure city staff revisited regulations governing how truck traffic is handled throughout the City.

The present code defines trucks in two ways: (1) for no through trucks – by weight, set at greater than one ton; and (2) for residential parking – by length (greater than 21 feet). From an enforcement standpoint both definitions are problematic. The city engineer and his staff investigated how truck weights are handled in other jurisdictions and has discovered that there is a large difference in weight limits between trucks with a single rear axle as opposed to those having two or more rear axles. Given these weight differences, the city engineer recommends that truck restrictions be defined by the number of rear axles. The Chief of Police concurs with these recommendations.

For no through truck streets and residential parking the attached Ordinance redefines trucks as vehicles having two or more rear axles. Additionally, the Ordinance adds three streets to the list of streets with “no through trucks”:

Guadalupe Street from IH-10 to Highway 123 Business

New Braunfels Street from Highway 123 Business (N. Austin Street) to Eighth Street (beyond that point, New Braunfels is a TxDOT Highway).

City streets in areas designated by the Unified Development Code as a residential district.